

IN THE CLAIMS

Claim 7 has been amended. The following listing of claims replaces all prior versions and listings of claims in the application.

Listing of Claims:

Claims 1 to 6 (canceled).

Claim 7 (currently amended): An engine hood for a motor vehicle having a deformable head impact zone to protect pedestrians in the event of a collision with the motor vehicle, the engine hood comprising:

an outer shell formed by a paneling of a body of the vehicle;

at least one inner shell disposed below the outer shell and connected to the outer shell, the inner shell having a stiffening region, wherein the stiffening region includes a vaulted structure including a grid of bulges formed by local folding of a material of the inner shell so as to insignificantly increase the surface area of the material.

Claim 8 (previously presented): The engine hood as recited in claim 7, wherein the inner shell includes a base part defining a cutout and an insert part disposed in the cutout and fixedly connected to the base part, and wherein the stiffening region is formed by the insert part.

Claim 9 (previously presented): The engine hood as recited in claim 8, wherein the insert part includes a semi-finished product having a smooth edge region and a vault-structured portion.

Claim 10 (currently amended): The engine hood as recited in claim ~~8~~ 7, wherein the insert part includes an edge region and is adhesively bonded to the base part at the edge region.

Claim 11 (previously presented): The engine hood as recited in claim 7, wherein the vaulted structure defines a plurality of bulge domes vaulted out in a direction toward the outer shell.

Claim 12 (previously presented): The engine hood as recited in claim 11, wherein the plurality of bulge domes of the vaulted structure are adhesively bonded to the outer shell.

Claim 13 (previously presented): The engine hood as recited in claim 7 wherein the inner shell is between 0.7mm and 1.2mm thick.

Claim 14 (previously presented): The engine hood as recited in claim 7 wherein the bulges protrude more than 2 mm.

Claim 15 (previously presented): The engine hood as recited in claim 7 the vaulted structure includes a honeycomb structure with honeycomb sizes of 25 to 50 mm.

Claim 16 (previously presented): The engine hood as recited in claim 7 wherein the vaulted structure includes hexagonal structures.

Claim 17 (previously presented): The engine hood as recited in claim 7 wherein the vaulted structure includes triangular or rectangular structures.

Claim 18 (previously presented): The engine hood as recited in claim 7 wherein the vaulted structure includes bulges protruding less than 4mm.

Claim 19 (previously presented): An engine hood for a motor vehicle having a deformable head impact zone to protect pedestrians in the event of a collision with the motor vehicle, the engine hood comprising:

- an outer shell formed by a paneling of a body of the vehicle;

- at least one inner shell disposed below the outer shell and connected to the outer shell, the inner shell having a stiffening region, wherein the stiffening region includes a vaulted structure including local folding of a material of the inner shell so as to insignificantly increase the surface area of the material, the vaulted structure having a grid or lattice constant and vault height matched to a material thickness and desired rigidity of the inner shell.

Claim 20 (withdrawn): A method for manufacturing the engine hood as recited in claim 7 comprising: creating the vaulted structure in a continuous web process.